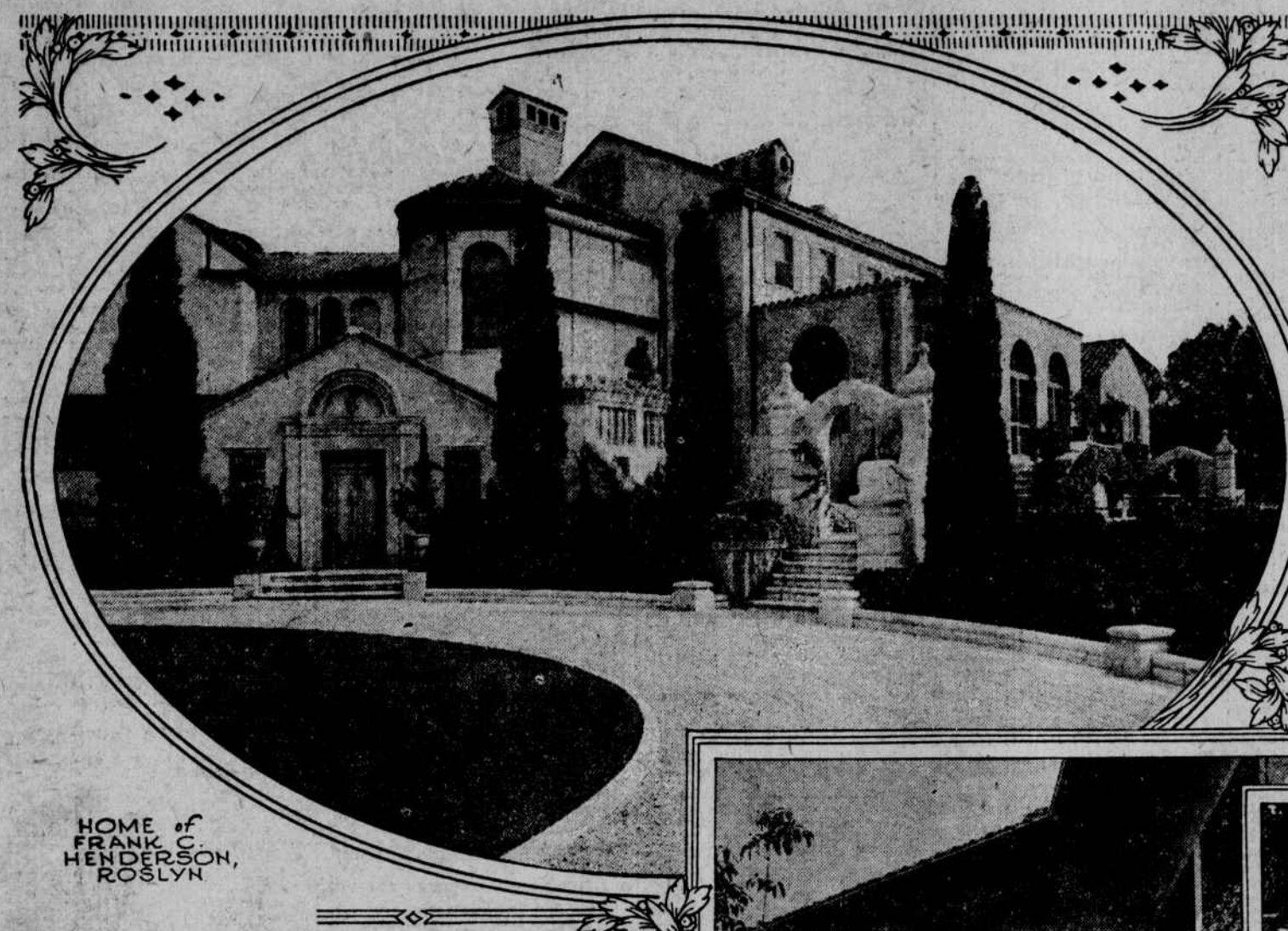


NEW YORK, SUNDAY, OCTOBER 22, 1922.

STREAM OF COMMUTERS POURS THROUGH SUNRISE TRAILS

Steam and Electric Routes Strained to Limit by Expansion of Population on Long Island—Railroad Forced to Extend Facilities—Many New Houses Built to Shelter Homeseekers of All Classes.



HOME OF
FRANK C.
HENDERSON,
ROSLYN

FOR years New York city grew practically in but one direction—northward. After the erection of the great Brooklyn Bridge, a larger percentage of the city's overflow population began to pour into Brooklyn. Now there are four bridges from Manhattan onto Long Island and ten rapid transit tubes under East River, two of which are operated by the Long Island Railroad. Since these gateways were opened with the great Pennsylvania and Long Island railroad terminals in the heart of Manhattan, the tide of immigration has rushed eastward and industries are springing up all over the island. Wealth is studding its shores with costly villas and all classes are rushing for homes in the shore and inland villages.

A few days ago former Secretary of State Francis M. Pickens at a meeting of the Long Island Real Estate Board declared that Long Island is a territory in which at least 200,000 New York families who can afford homes costing from \$4,000 to \$10,000 must soon find their habitation. Mr. Pickens is president of the Interstate Mortgage Corporation, which is planning to set aside \$2,000,000 to help these families finance their homes.

The latest plans of the Transit Commission include important extensions and creation of new lines of rapid transit through the eastern boroughs of the city into Long Island. The Long Island Railroad is not only extending its service but is organizing a campaign of cooperation with the civic associations of the various communities on the island in order to determine in what ways the road can help these communities to increase their population.

To the lure of its unsurpassed beaches on the south shore and to the charming scenery and corresponding waterfront advantages of its justly famed north shore, much of the population and growth of Long Island must be attributed. It is preeminently a summer resort and the recent improvements in transit, together with the popularity of the automobile and the resultant betterment of the highways, are rapidly making it the most popular all the year around of the metropolis.

Long Island has recently been styled the Land of the Sunrise Trails. It is also the garden spot of the East. The central portion of the island is like a prairie dotted with woodlands of cedar, oak and pine. The soil may seem infertile, but it has but to be turned with the plow, the seed sown and the harvest follows as the famous Long Island farms have demonstrated. While the wave of population is sweeping over Queens and Nassau counties, Suffolk county beyond will continue for some time to supply the metropolis with much of its truck garden products.

Since the Queensboro Bridge was thrown across the East River and the Queens borough tube was operated to Astoria and Corona, Long Island City and Astoria have set the pace for the astounding increase in population of the county of Queens. The opening of the Long Island Railroad terminal in Manhattan has converted the growling old village of Jamaica almost overnight into a bustling railroad center and the largest town on Long Island. Jamaica will be the hub of Queens county's growth.

Aside from those communities which are tapped by the subway extensions the line of growth is along the main line of the Long Island Railroad with its extension to Whitestone Landing. The electrification of the road was responsible for the creation of Forest Hills, Kew Gardens, Garden City, Hollis, Bellerose, Queens, Bellerose and

Floral Park, all attractive suburban villages that are growing magically. At Floral Park the road branches off to the Hempstead division, passing through Stewart Manor, Nassau Boulevard, Garden City, etc., terminating at Hempstead, whose history dates back to 1644, when the original land grant was made. Garden City was planned with generous proportions by the late A. T. Stewart. It is the ecclesiastical center of the Long Island diocese with the Cathedral as a landmark visible for miles around.

Returning to the main line railroad the next center is New Hyde Park, a farming community. Then comes Mineola, the county seat of Nassau. The Oyster Bay branch begins there and runs up through Roslyn, Glen Cove, Locust Valley and Oyster Bay into the charming north shore country. The next station east of Mineola is Westbury, which serves the wealthy Westbury Hills section to the north. At Hicksville is the Wading River branch.

This route surveys the middle and eastern sections of the island. It does not include the great Jamaica Bay section which south of Jamaica and Richmond Hill are being transformed into great populous centers. South and east of Jamaica are St. Albans, Springfield, Rosedale and Valley Stream, the latter being the junction point for the Far Rockaway and West Hempstead branches. Other south side villages which are sometimes styled the Commuters' Paradise, on account of the good transit service, are Lynbrook, the junction of the Long Beach branch; Rockville Centre, Baldwin, Freeport, Merrick, Bellmore, Wantagh, Seaside and Massapequa.

Along the Rockaway branch lie Arverne, Edgemere, Far Rockaway, Inwood, Lawrence, Cedarhurst, Woodmere and Hewlett—all popular as all the year round residential communities. The last of the beaches near New York is Long Beach, which is one of the most popular

of the county.

100 NEW HOMES BUILT IN ASTORIA GARDENS

Louis Gold Develops Big Plot Near Ditmars Avenue.

More than 100 new homes have been completed in Astoria Gardens recently by Louis Gold & Co., Inc. The properties are two blocks from the Ditmars avenue subway station and within easy walking distance from the new East River Park. The sites of these houses once comprised a group of old Colonial farms that were cultivated for years by Chinese farmers. The American Real Estate Company took over a large tract in this section several years ago and last spring Louis Gold & Co. bought the larger part of the bankrupt firm's holdings.

Astoria Gardens is being jointly developed by the Metropolitan Life Insurance Company and Louis Gold & Co. The Metropolitan is spending \$1,250,000 in completing four of its largest units, while Louis Gold & Co. will spend an equal amount in erecting two family semi-detached houses. The Metropolitan is furnishing the building loans for the development and the work is being supervised by the company's architects. This enables the Gold Company to offer fifteen year term mortgages on easy amortization terms.

Suffolk County Buyers Want Smaller Estates

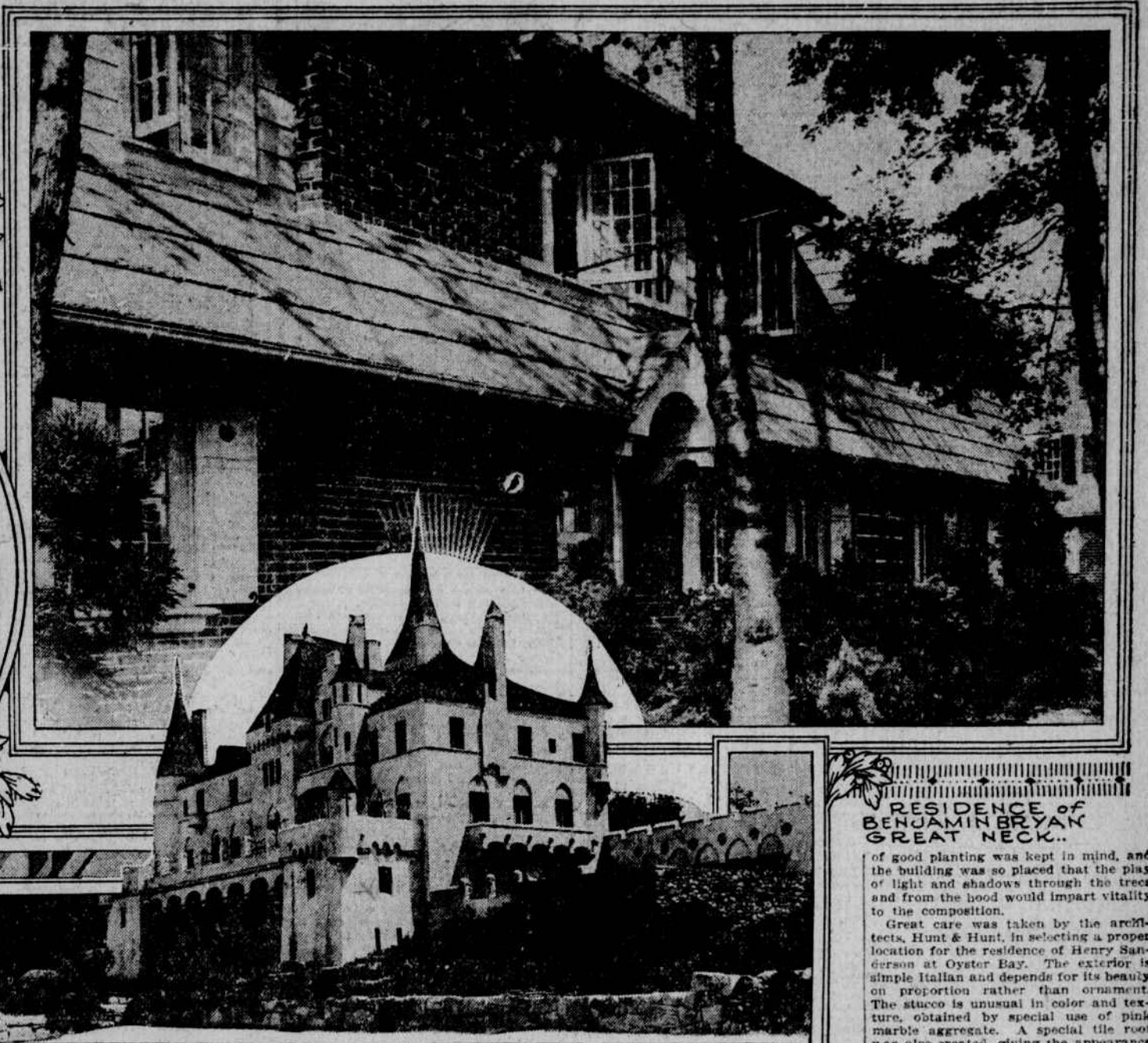
BIG summer estates in Suffolk county along the North Shore in the Port Jefferson-Smithtown district have been passing recently into new hands at bargain prices. More of these properties have been unloaded by owners during the last six months than at any other period in the last five years, according to Stephen Yates, former president of the Long Island Real Estate Board. The building of costly residences in this section has ceased, temporarily, at least. The demand now is for properties from ten to twenty acres costing about \$50,000, instead of the 100 to 200 acre places costing \$100,000 and upward.

There are signs, however, according to Mr. Yates, that the demand for better properties is coming back. In other words, the market for the old time estates is becoming more stable. The reasons for the decline in value in the old time large show places are too obvious really to mention. There has been a phenomenal amount of small house building during the last year in the Port Jefferson-Smithtown section. Local buyers and local builders

have been responsible for the activity. Brokers in that district declare that there has been more of this development in the last year than they can recall in their experience extending back over a period of twenty-one years.

There is an unprecedented demand today in this section for the bungalow type of house. About two hundred of these houses have been sold during the present year. Next spring the brokers are anticipating a humming market. One of the reasons for this expected increase in business is the fact that the Long Island Railroad has announced its intention of running an express service, making Smithtown the first stop. This will make the running time about one hour and ten minutes from the Pennsylvania Terminal. With this improved schedule and with a club car attached to the through train, brokers anticipate that the Port Jefferson district will be distinctly placed on the commuting map of Long Island.

Before the war the railroad service was much better than it has been recently. Brokers declare that 50 per cent. of the inactivity of the present market in this district has been due to deteriorated train service.



RESIDENCE OF
BENJAMIN BRYAN
AT GREAT NECK

MRS. O. H. P. BELMONT'S HOME AT PORT WASHINGTON

growing communities on the island since it was recently made a city and since some of the more drastic building restrictions were removed.

The Whitestone Landing and Port Washington division trains run only into Manhattan. They serve the villages of Corona, Flushing, Murray Hill and Broadway Flushing, Bayville, Plandome, Little Neck and Great Neck. The Whitestone branch also passes through Malba on the Sound, one of the charming waterfront sections of Queens. In these sections of Queens and Nassau a remarkable building boom has been in progress during the last two years.

After the city extends the Corona subway extension to Flushing and possibly to Bayville, it is the intention of the Transit Commission to build an extension to College Point and Whitestone. It is expected that before many months the engineering difficulties blocking the way of the operation of the Brooklyn Rapid Transit subway trains to Astoria and Corona will be solved and these flourishing districts, such as Long Island City, Jackson Heights, Astoria and Corona as well as Elmhurst, will have three methods of transit to get access to the various boroughs of the city.

They now have the Interborough subway lines and the Manhattan elevated lines to Second avenue.

In the accompanying illustrations are shown a few of the types of residences which characterize the North Shore section.

On the old Eastman estate at Roslyn Frank C. Henderson has built his home, Villa Marina, from plans of Warren & Clark. The house is in the villa style and its exterior walls are of yellowish cream stucco showing trowel marks. The stucco is covered with tapered tiles. The trim is ivory in hue and the blinds are painted Mediterranean blue.

In designing the home of Benjamin Bryant at Great Neck, Frank J. Porter, architect, selected a style particularly adapted to Long Island because of its low, rambling lines and its Dutch character, which is brought out in the Dutch hooded entrance, before which the ground has been pleasantly planted. Clinker Colonial brick was used for the outside walls and the mottled slates on the roof are in greens, grays and purples. A feature is the treatment of the lattices, fan shaped at the chimney and square at the wall. Dutch shutters add to the Dutch feeling. The importance

Great Neck Is Notable for Many New Improvements

By FRANK CROWELL.
(President Baker, Crowell, Inc.)

WHEN the real estate history of New York city is written generations hence and the writer tells of the beginning of many fortunes which are to be created, when he speaks of the healthfulness of the residential sections near the metropolis in the early part of the twentieth century, and of how the people, after living for many years in unsanitary quarters, for which they paid more for rent than the equivalent of values, and their children had no opportunity to enjoy the sports of youth because of crowded streets sought common homes of their own, he will have a great deal to say about Long Island, or at least Nassau and Suffolk counties.

In the development of outlying suburban points the north shore of Long Island was most favorably considered when the Long Island Railroad built four tubes under the East River in 1907. Since that time the period of growth along the shore has attracted the family man, whose first consideration is his family, their comfort, health, low costs of necessities and legitimate luxuries, and as that suburban district offers so much more it is hard to make a statement conservative enough to carry conviction.

In building a home one seeks to realize a cherished ideal, made up perhaps of impressions of other houses which one has seen during the wander years of life. Husband and wife have planned their home to be, but tastes differ. The architecture finally chosen will be influenced by the environment, lay of land, etc., but on the essentials of the home all will agree. The house must be comfortable, individually, which is the expression of the owner's taste, and the largest possible number of such modern improvements as will save many steps and make life easy.

The destiny and the growth of suburban towns are generally affected by the foresight of the real estate operators and brokers who have the most efficient and up to date manner of offering such properties that are within the price of the man of average means, exemplified in the Great Neck peninsula as such subdivisions known as the estates of Great Neck, Kensington, Glenwilde, Great Neck Hills and Great Neck Villa.

The main peninsula extends for more than two and a half miles and into the waters of Long Island Sound and Little Neck and Manhasset bays. The rest of the peninsula is well timbered and has exceptionally fertile upland. The desire and principal motive in the building up of that particular section has been one for greater freedom, more healthful surroundings for the bringing up of children, less of outdoor exercise and the recreational features such as Great Neck offers in golf, boating, polo, tennis, etc.

Many new improvements in the business district are under way or have been completed. Most of such buildings are of brick or hollow tile construction and will afford greater facilities to make the village center the real shopping district of the Great Neck peninsula and vicinity.

Another noteworthy development in educational features has been the building of a new grammar school and the completion of the high school in the main village, and the thoroughness of their teachings has been commented on by experts throughout the State.

The improvements of motor roads have been carried out without hesitancy. Great Neck is but a thirty-five minutes' ride by motor over the Queensboro Bridge into the direct center of Manhattan.

A conservative estimate of the expenditure for roadways, sewers, gas, water and electricity in the section has exceeded \$1,000,000, and all the byways, lanes and streets are lighted by electricity, and have telephone, gas, electric service. Many sections have sewers, and the contemplated improvement by dredging both Little Neck and Manhasset bays will give a deep anchorage for yachts and motor boats of any draft. Yachtsmen may enjoy such clubs as the Manhasset Bay, the Knickerbocker and the Port Washington yacht clubs.

Great Neck has rural free delivery of mail, five churches, a public library, stores of all descriptions and three banks, and but a twenty-four minutes' ride by express train from the Pennsylvania station.

The present demand is for the more moderate sized country estates and for such properties there is considerable inquiry. Owing to the high cost of building the average purchaser prefers a property with improvements, even though the house be an old farmhouse which lends itself readily to remodeling.

It is interesting to note that of all the sales made in North Shore sections of Long Island, exclusive of houses, lots and properties in developments, 20 per cent. of the entire number of places sold this year has been of properties of five acres or less and 20 per cent. has been of estates containing between five and ten acres. One-half of the sales made has been of places of ten acres or less in area.

Of course, every year a few very wealthy people appear in the market for show places and some notable sales have been made this year.

One well known estate of 160 acres changed hands, which, by the way, brought only \$500,000, instead of the published price reported of \$4,000,000. Another important sale was of a property of 300 acres, formerly held at \$1,000,000, but generally believed to have brought approximately \$750,000. Of all the North Shore sales made this year not more than 10 per cent. of the properties have been sold for \$200,000 or more each. Two-sevenths of the sales made have been at prices ranging from \$100,000 to \$200,000. More than 50 per cent. of the country estates sold were of smaller properties of \$50,000 or less in value.

The aggregate volume of actual prices realized varies from year to year. Last year approximately \$10,000,000 worth of country estates in the North Shore section changed hands. There is very little construction work of the more important country houses under way. The few exceptions are those on properties recently acquired by Mrs. Marshall Field and Mr. Edward S. Moore.

Mrs. Field has completed in the last year a set of buildings known as the farm group, and has recently given a contract to the Whitney Company to build her main house.

Cross & Cross are making plans for the home of Edward S. Moore at Roslyn.

GOOD DEMAND FOR ESTATES ON ISLAND

Average Purchaser Prefers Small Acreage—Call for Old Farm Houses.

By HENRY A. ROGERS.
President Whitney Hills Real Estate Corporation.

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Increased Assessment in Queens Indicates Growth

EDGEMORE SMITH, president of Edgworth Smith, Inc., one of the largest and most successful developing organizations for high class suburban real estate, entertains an optimistic view of next year's progress, based on the outstanding features of this year's record of building and developing. "Have you noticed," asks Mr. Smith, "the disproportionate increase in the assessed values of Queens borough as against those of other boroughs? This increase is fair, and is significant of not only a remarkable growth in population involving new buildings, but also of a steady betterment of land values."

"All along the line of the Long Island Railroad two things are noticeable: First, the growth of new communities along lines of transportation, availing themselves of new stations or less used stations; and second, the development of intensive values in communities already established, that is to say, the conversion of private house land into apartment house land or into other uses where the building value is higher in relation to the land beneath it. "Outstanding in the first class are two infant communities which have nevertheless in a few short months and by totally different processes taken an important place on the map. Forest Hills West, with the creation of a new station at the point where the Glendale cut off leaves the main line of the Long Island Railroad, was thrown open to the public by the auction route, and was completely absorbed by a substantial type of investors. The auction buyers have organized an active civic association which is making restrictions, guiding development, and aiding and encouraging building. It will be interesting to watch the outcome of this effort

at self-development in virgin territory.

"Island Park-Long Beach was opened about the same time to be developed under the supervision of our organization. A suburban community connected with Long Beach by the magnificent new 'million dollar bridge,' it possessed an immediate advantage to home seekers in that its property closely surrounded two railroad stations, the nearest of which was three stations closer to the city than the Long Beach terminal. Here land selling was preceded and paralleled by a gigantic scheme of development and complete improvements which have, during the summer, transformed a considerable portion of this large tract into a finished seashore city with concrete roads and sidewalks, trees and top soil and municipal utilities.

"Large sums of money have been laid out to widen the winding channels that surround the island and to make safe, smooth beaches, so that motor boating and sail water bathing can be added to the other seashore attractions. A gratifying response from the public has involved the sale of nearly all the lots available for building and the erection of plans for construction of nearly a hundred bungalow homes.

"The second phase of Long Island's growth above mentioned, namely, intensifying use of the land, is well illustrated at Kew Gardens, where apartment houses vying in finish and comfort with the best of Manhattan's have sprung up around the edges of that charming residential community. Other examples are the attractive apartments around King Park near Jamaica station, and growth of Thomson Hill section of Long Island City, to say nothing of many attractive apartment buildings in other more distant communities—stress being placed always on convenience of transportation to the city.